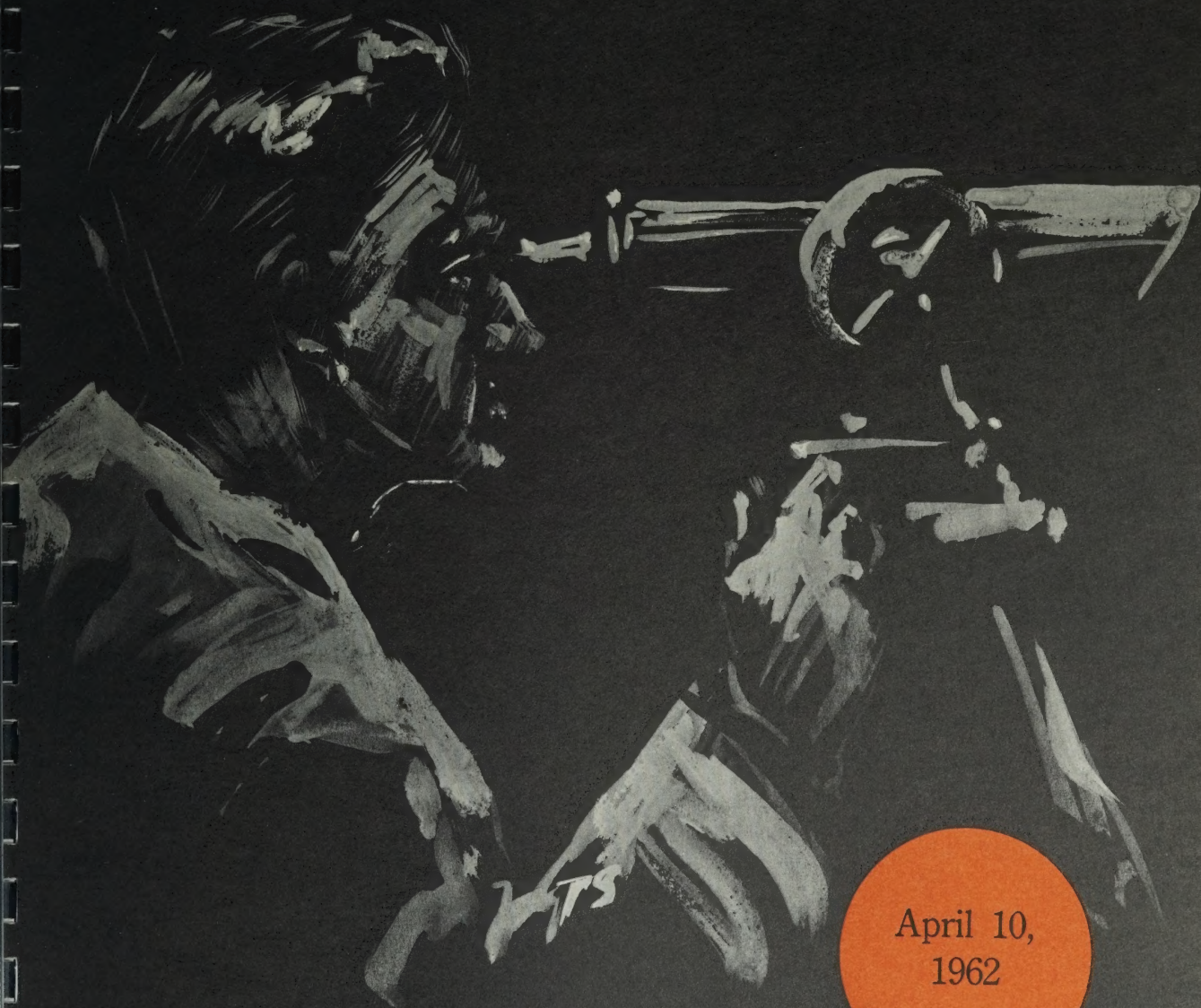


monthly report



April 10,
1962

NEW JERSEY STATE HIGHWAY DEPARTMENT

Operation "Clean Up"

Clean up operations in Monmouth and Ocean Counties were completed by March 31st as scheduled. In Atlantic and Cape May Counties our forces are still engaged in four communities with revised timetable for completion as follows:

Brigantine	April 13
West Wildwood	April 13
Ocean City	April 17
Sea Isle City	May 4

In undertaking the task of clearing impassable streets of great quantities of sand and debris the Highway Department utilized its own men and equipment supplemented by available contractors' equipment and personnel on a 12 hour a day basis for the first 10 days. In all 364 pieces of equipment and 490 men were employed in the operation.

	<u>Men</u>	<u>Equipment</u>
Highway Department	185	94 Pieces
Contractor	<u>305</u>	<u>270 Pieces</u>
Total	490	364 Pieces

A breakdown of equipment rented by this Department:

<u>Type of Equipment</u>	<u>Light</u>	<u>Medium</u>	<u>Heavy</u>	<u>Total</u>
Trucks	8	61	56	125
Front End Loaders	8	48	11	67
Bulldozers	2	27	8	37
Graders	-	2	16	18
Scraper Pans	1	12	2	15
Tournadozers	-	-	1	1
Cranes	-	2	1	3
Gradall	-	-	1	1

Operation Report

Plans for operations in New York and New Jersey were completed by March 15th as scheduled. In Atlantic and Eastern Counties our forces are still engaged in low intensity work toward Atlantic City including as follows:

Atlantic City	April 15
West Atlantic	April 15
Green City	April 15
New York City	May 5

In addition to the task of clearing up the debris of the New York City and the Atlantic City Department of Public Works and the New York City Department of Public Works, the New York City Department of Public Works and the New York City Department of Public Works are also engaged in the task of clearing up the debris of the New York City and the Atlantic City Department of Public Works and the New York City Department of Public Works.

Equipment	100
Personnel	100
Transportation	100
Communication	100
Medical	100
Food	100
Water	100
Sanitation	100
Security	100
Public Order	100
Emergency Services	100
Other	100

A breakdown of equipment needed by this operation:

Type of Equipment	Quantity	Location	Notes
Trucks	10	Atlantic City	
Front End Loaders	5	Atlantic City	
Excavators	2	Atlantic City	
Graders	1	Atlantic City	
Backhoes	1	Atlantic City	
Compactors	1	Atlantic City	
Generators	1	Atlantic City	
Water Pumps	1	Atlantic City	
Sanitation	1	Atlantic City	
Food	1	Atlantic City	
Water	1	Atlantic City	
Sanitation	1	Atlantic City	
Security	1	Atlantic City	
Public Order	1	Atlantic City	
Emergency Services	1	Atlantic City	
Other	1	Atlantic City	

Operation "Clean Up" (Cont'd.)

<u>Type of Equipment</u>	<u>Light</u>	<u>Medium</u>	<u>Heavy</u>	<u>Total</u>
Trailers	-	-	3	3
Totals	19	152	99	270

In summary it should be stated that the speed with which the Department's and contractors' forces completed this operation was due to a large degree to the forceful presentation by Governor Richard J. Hughes of the emergency need and the dedication and supervision of the people assigned to the job. From the men who operated the equipment to those in supervising capacities there was evidence of a great sense of urgency and an urge to assist those less fortunate than themselves.

Sea Isle City Storm Damage Property Survey

Pursuant to Governor Hughes' request a task force of specialists from the Department's Division of Right of Way Acquisitions and Titles conducted an intensive survey of property damage at Sea Isle City resulting from the storm of March 6. The survey was carried out on March 31st and April 1st and 2nd following a briefing by the Commissioner on Friday, March 30th at which time the scope of the project to be undertaken was outlined.

Field work began at Sea Isle City on Saturday, March 31st with a meeting between Departmental representatives and officials of the municipality including the mayor, engineer, assessor and counsel. Following this meeting the balance of the day was spent in reviewing municipal records of assessments and evaluations, zoning ordinances and records of recent sales.

Estimated Expenses for 1934

<u>Item</u>	<u>Estimated</u>	<u>Actual</u>	<u>Balance</u>	<u>Total</u>
Salaries	10	10	-	2
Travel	10	10	-	2
Telephone	10	10	-	2
Postage	10	10	-	2
Supplies	10	10	-	2
Repairs	10	10	-	2
Insurance	10	10	-	2
Interest	10	10	-	2
Depreciation	10	10	-	2
Other	10	10	-	2
Total	100	100	0	100

In summary it should be stated that the year with which the Department's and contractors' figures compared this operation was due to a large degree to the favorable presentation by Governor Richard L. Hughes of the emergency fund and the dedication and supervision of the people assigned to the job. When the men were equipped the equipment in those in supervising operations there was evidence of a great sense of urgency and an urge to assist these poorfortunates in their distress.

New York City Storm Damage Recovery Survey

Referring to Governor Hughes' request a task force of specialists from the Department's Division of Right of Way Inspection and Titles was detailed as intensive survey of property damage at New York City resulting from the storm of March 6. The survey was carried out on March 12 and April 1st and 2nd following a meeting by the Commissioner on Friday, March 10th at which time the scope of the project to be undertaken was outlined.

There were four at New York City on Saturday, March 11th with a meeting between Department representatives and officials of the municipality including the mayor, engineer, assessor and council. Following this meeting the balance of the day was spent in reviewing municipal records of assessments and evaluations, zoning ordinances and records of recent sales.

Sea Isle City Storm Damage Property Survey (Cont'd.)

The task of inspecting and analyzing storm damage to buildings remaining within the established limits of the "buffer strip" began on Sunday, April 1st and continued through Monday, April 2nd. This phase of operations consisted of estimating the value of each building as it stood. At the same time photographs were made of individual buildings as well as block by block photographs of the entire 26,000 foot beach front. The three-day field operation was conducted by a crew of 15 men from the Department's Trenton, Haddonfield and Metuchen offices.

On Monday, April 3rd work was transferred to the Trenton office where the same force with stenographic reinforcements began the preparation of their report. This report was completed on April 4th and reviewed by the Commissioner. On April 5th, five days after the survey was started, the report in three-section form was presented to the Governor.

It has been estimated that this work, if performed by outside consultants, would have required several weeks to complete and have cost about \$100,000.

Meeting on Interstate Route 80

On Monday, April 2nd, Senator Wayne Dumont, Jr. and representatives from Morris, Sussex and Warren Counties met with the Commissioner and staff at the State Highway Department to urge completion of Interstate Route 80 clear across New Jersey by 1964, "in time to serve World's Fair visitors." This effort was apparently "sparked" by Haskins of the New Jersey Highway Information Association, another of this organization's attempts to propose where our work shall be done.

Meeting on Interstate Route 80 (Cont'd.)

This is a prerogative of the Governor who passes upon Highway Department recommendations. It was explained that this schedule would not be possible under our policy of allocating available interstate funds to the construction of sections of routes where the traffic demand was greatest. In the case of Route 80 the most urgent need is in the area between Paterson and the George Washington Bridge where to date more than \$100 million in Federal and State funds have been committed on a 90-10 basis. It was explained that the same policy has been followed in the development of Interstate Route 295 in the Camden metropolitan area and would again be pursued in constructing of Route 78 and Route 280 in Essex and Union Counties. Where exceptions have been made in this "urban policy," it was for the purpose of eliminating bottlenecks such as Route 78 through Clinton and Route 46 through Dover.

Our explanation was entirely acceptable to the group with the possible exception of the two members of the New Jersey Highway Information Association who were the people who promoted this meeting. There is increasing evidence that this group is attempting to inject itself into the programming field rather than devoting their energies to the promotion of highways in New Jersey and leaving program development to the Highway Department which is far better qualified to make such recommendations.

Those who met with us on this occasion were: Senator Dumont; Herman A. Shotwell, mayor of Blairstown; Wallace A. Childs, president of the Morristown area Chamber of Commerce; C.R. Fuller, publisher of the Blairstown Press, W.G. Parry and J.W. Haskins of the Highway Information Association; Freeholders Lester Price and Jack Prout of Sussex; E.P. Vreeland of Morris, and S.P. Fox of Warren.

Transit Public Hearings

Pursuant to Chapter 66 of the Laws of 1960 (Railroad Passenger Service Act) as amended by Chapter 1 of the Laws of 1962, public hearings were held in Newark on March 21st and 22nd and Camden on March 23rd to receive facts, data and information to enable the Highway Commissioner to make determinations in respect to essential passenger service operated by the passenger carrying railroads and the Delaware River Ferry Company.

The Newark hearings were held in regard to service provided by the Reading; Jersey Central; New Jersey & New York; Erie-Lackawanna; New York, Susquehanna and Western, and Pennsylvania railroads. These hearings were generally well attended with most testimony being offered by representatives of commuter organizations, counsel for the railroad brotherhood and municipal officials. Only a few private individuals attended.

The Camden hearings were in connection with the service operated by the Pennsylvania-Reading Seashore Lines, the Camden local service provided by the Pennsylvania Railroad and the ferry service operated by the Delaware River Ferry Company between Bridgeport and Chester. Although the hearings were properly publicized, no one appeared to testify for or against the proposed contract with the Ferry Company. Most attention was directed toward a decision made public as a result of a previous hearing covering a change in the Camden-Pemberton service. Officials advised that the Pennsylvania-Reading Seashore Lines would be unable to participate in the contract program for the fiscal year 1962-63.

Transit Public Hearings (Cont'd.)

As in previous years, there was no testimony offered against using public funds to insure continuation of the essential rail service at stabilized fares. In fact one witness recommended larger appropriations for this purpose. Officials of certain motorbus carriers attended the hearing but made no statements. The automobile interests were not presented.

College Recruitment

The annual college recruitment program of the Highway Department was completed in March with on-campus interviews being held at 14 nearby institutions. As previously reported it is too early to determine the net result of this effort but present indications are that the number of young men who will join the Department will be lower than in previous years. This is attributed to our lower starting salary - \$436.00 per month as compared to an average of \$508.00 offered by private industry, with pending military service or the desire to continue with graduate work as secondary reasons.

The extent to which private industry has entered the recruitment field is well illustrated by the fact that 236 firms sent representatives to Stevens Institute of Technology this year. It was common to find students who had been approached by upwards of 80 recruiters.

In our efforts to obtain young engineers, representatives of the Highway Department conducted on-campus interviews at Bucknell, C.C.N.Y., Delaware, Drexel, Lafayette, Lehigh, Manhattan, Newark College of Engineering, N.Y.U., Pennsylvania Military College, University of Pennsylvania, Rutgers, Villanova and Stevens Institute of Technology.

Greater Camden Movement

On Tuesday evening, April 3rd, the meeting of the Greater Camden Movement was held at the Warwick Hotel in Philadelphia. Governor Hughes urged no delays and at the close of the meeting it was agreed an early feasibility survey would be made. This to be an acceleration of the plan. The apparent purpose of this meeting was to permit the Camden people to present to Governor Richard J. Hughes their plans for central city redevelopment which included changes in the proposed high speed line as well as in the alignment of the proposed North-South Freeway linking the Ben Franklin and Walt Whitman bridges. In addition to Camden industrial and business leaders the conference was attended by Mayor Pierce. This meeting expressed New Jersey's position in response to submission by the group of certain alternate transit plans for the Camden area.

Road and Bridge Construction

As of April 1st there were 56 road and bridge projects under way with a total value of \$114,000,000. These construction jobs were under inspection by 237 engineers and inspectors.

Since March 20th six contracts totaling \$5,078,458.27 have been awarded and bids have been received on 11 other projects totaling \$4,312,062.10. Bids will be received on four additional projects during April. Detailed identification of projects in these categories are contained in this report.

Safety

In a move to increase the safety of motorists traveling through construction projects the Safety Bureau of the Department in conjunction with the Sign Engineer has developed a standard sign sheet which will be made a part of all plans and specifications. The size, shape, color, material and wording of all signs will be standardized in the interest of greater safety and easier determination as to conformity with requirements. Prior to this move contractors made signs according to their own designs with the result that many were of questionable value. To provide for greater safety after dark, all signs will be made of reflecting material.

Training Program

A program is operating to improve the knowledge and skills of temporary Highway Inspectors employed by the Highway Department. Initial sessions were held on March 29th and 30th in the Central Construction District with instruction provided by Department engineers. Additional sessions are scheduled in both the Northern and Southern Districts with each man receiving a minimum of six hours training. These courses are the latest in the Department's continuing program to improve employees' knowledge and skills in many fields. The agenda for the sessions, including subjects covered, is included in this report.

HIGHWAY INSPECTORS' TRAINING CONFERENCES

FIRST DAY

9:00 A.M. The Job of the Inspector

Duties and responsibilities of the Inspector as an assistant to the Project Engineer and other engineering personnel. Field office procedures. Inspector's reports. His relationships with other department personnel, with the contractor and the contractor's forces, and with the general public.

10:30 A.M. Morning Break

10:40 A.M. Plans and Specifications

Brief discussion of what enters into the preparation of plans and specifications up to the point of award of contract. Review of actual plans with the specifications; the meaning of plans, how they are used and salient features of particular importance to the Inspector with emphasis on standard sheets.

12:30 P.M. Luncheon Break

1:30 P.M. Bureau of Public Roads

A discussion of the importance of adequate inspection from the standpoint of the Bureau of Public Roads.

2:30 P.M. Afternoon Break

2:40 P.M. Public Utility Work

Discussion of considerations involved with public utility work (privately or municipally owned) in conjunction with highway construction.

3:40 P.M. Review of Important Engineering Data Essential to the Inspector

4:30 P.M. Closure

SECOND DAY

INSPECTION TECHNIQUES

9:00 A.M. Materials - Cement, concrete sands, aggregates, batched materials, pipe, bitumens, etc.; preparing samples for laboratory testing; field tests.

10:30 A.M. Morning Break

10:40 A.M. Earthwork - Soils analysis, subgrade investigation and control; embankment control; cuts and fills; slope stakes, etc.

12:30 P.M. Luncheon Break

1:30 P.M. Drainage and Miscellaneous Structures - Stake out, inlet and outfall drains, underdrains, subgrade drains, tile underdrains, storm drains and cross drains; pipe and headwalls, catch basins, culverts, gutters, curbs and headers, sidewalks, crib walls and guard fence.

2:30 P.M. Afternoon Break

2:40 P.M. Bases and Pavements - Subgrade, subbase, placing and compaction of stone, choking, water bonding, base courses, intermediate courses and surface courses involving gravel, macadam, penetration macadam, hot and cold bitumens, sheet asphalt and concrete surfaces.

4:30 P.M. Closure

Some Meetings of Interest Held During the Past Month

March 28th

Mr. Emanuel Hausman representing the Emanulasta Products Incorporated conferred with the Commissioner and representatives of this Department to endeavor to have us reduce our wear requirements on slag to allow for fuller use of this material. The Division of State Aid and the Bureau of Testing and Materials are reviewing this subject and will report at a later date.

March 29th

Tax matters were reviewed and proposed scheduled hearings were discussed with Mr. Archibald Alexander.

March 30th

Mayor Kelly of East Orange and his engineer came to Trenton to review final plans concerning the interchange of proposed Interstate Route 280 (Essex East-West Freeway) with the Garden State Parkway in East Orange. Both expressed themselves as being highly satisfied. On this same date Mayor Kelly and the Commissioner met with Governor Hughes on this matter and issued a press release.

A meeting was held with Mayor Birnbaum of Hillside in which he urged that the State Highway Department maintain its position regarding the alignment of Interstate Route 78 as shown at the public hearing. This alignment would carry the route through Newark.

Some Meeting of Interest Held During the Past Month (Cont'd.)

April 2nd

Senator Wayne Dumont of Warren County (This meeting is written up elsewhere in this report).

April 3rd

Camden representatives at Warwick Hotel (Written up separately in this report).

April 4th

At Senator Connerly's urging we met with Mr. Bernard Borelli, an employee in our Right of Way Division, who is requesting a promotion from the position of Senior Right of Way Negotiator to Principal Right of Way Negotiator. In as much as the Department of Civil Service is scheduling an examination for this higher position, it was not considered advisable to contemplate such a temporary promotion until the results of this examination are made known.

April 9th

Dr. Douglas Carroll, consultant to the Tri-State Transportation Committee, reviewed with this Department the New Jersey phase of this study together with the objectives and ultimate gains to be made by this study.

April 10th

Messrs. Genova, Hoffman, Allen, Magnolia, Ross and Wasdovich visited the State Highway Department at the suggestion of Governor Hughes to discuss bus stops on Route 22 in Mountainside. These gentlemen were well satisfied with their visit and so expressed themselves in a subsequent letter to the Commissioner.

CONTRACTS AWARDED

March 21 -	White Painted Traffic Lines Contract #1 <u>James W. McCormick, Mansfield, Ohio</u>	\$ 39,952.07
March 21 -	Route 206 Pavement Reconstruction & Drainage Newton, Sussex County. <u>Sappah Construction Co., Montvale</u>	48,308.75
March 30 -	Route U. S. 46 Vicinity of Clinton Road and Plymouth Street Channelization Caldwell Township, Essex County. <u>Union Bldg. & Construction Corp., Passaic</u>	165,117.75
April 4 -	Bridgeton-Port Norris Road Reconstruction Cedarville and Lawrence Township Cumberland County. <u>Edward P. Campanella, Inc., Hammonton</u>	47,135.00
April 5 -	Route 208 Grading, Paving and Bridge Fair Lawn, Bergen County. <u>Samuel Braen's Sons, Hawthorne</u>	864,435.18
April 5 -	Interstate Route 80 Grading, Drainage, Bridge, Walls and Incidental Paving. Bogota, Townships of Ridgely Park and Teaneck, Bergen County. <u>Johnson, Drake & Piper, New York City.</u>	<u>3,913,509.52</u>
	<u>Total Contracts Awarded</u>	<u>\$5,078,458.27</u>

BIDS RECEIVED

March 27 -	Interstate Route 80 Grading, Drainage, Bridge, Walls and Incidental Paving. Ridgefield Park & Teaneck Townships and Bogota, Bergen County. <u>Johnson, Drake & Piper, New York City</u>	\$3,913,509.52
March 27 -	Bridgeton-Port Norris Road Reconstruction Cedarville and Lawrence Township Cumberland County. <u>Edward P. Campanella, Inc., Hammonton</u>	47,135.90
March 29 -	Painting White Traffic Lines Contract #2 <u>James W. McCormick, Mansfield, Ohio</u>	75,991.16
March 29 -	Painting White Traffic Lines Contract #3 <u>James W. McCormick, Mansfield, Ohio</u>	84,658.62
March 29 -	Snow Fence Planting Route 42, Route 80S, Route 295 <u>Mercer Contracting Co., Trenton</u>	15,380.35
March 29 -	Painting of Steel Beam Guard Rail on Routes U.S. 1, N.J. 3, 4, 20, 21, 208 and U. S. 46. <u>J. I. Hass Company, Inc., Jersey City</u>	14,642.55
March 29 -	Bridge Painting - Contract #1 13 Bridges on Garden State Parkway, Union Co. <u>Nicholis Bros. Painting Co., Long Island City.</u>	46,480.00
March 29 -	Bridge Painting - Contract #2 4 Bridges on Route U. S. 1 Trenton, Mercer County. <u>Nicholis Bros. Painting Co., Long Island City.</u>	5,760.00

BIDS RECEIVED, contd.

March 29 -	Bridge Painting - Contract #3 Route U.S. 130 and Route 295 13 Bridges Gloucester and Salem Counties. <u>Henry S. Rau Co., Inc., Philadelphia.</u>	\$ 27,374.00
March 29 -	Bridge Painting - Contract #4 5 Bridges on Route 58 Newark, Essex County. <u>Nicholis Bros. Painting Co., Long Island City.</u>	12,150.00
March 29 -	Bridge Painting - Contract #5 Hackensack River Bridge Routes U. S. 1 and 9 - Hudson County. <u>J. I. Hass Co., Inc., Jersey City</u>	<u>68,980.00</u>
	<u>Total Bids Received</u>	\$4,312,062.10

BIDS TO BE RECEIVED

- April 12 - Route 35 - Victory Bridge
Construction of Guard Rail
Perth Amboy and Sayreville
Middlesex County.
- April 19 - Blackwood-Clementon Road Reconstruction
Blenheim Erial Road to Laurel Hill Road
Gloucester Township, Camden County.
- April 19 - Ventnor Avenue Bridge over Risley Channel
and Approaches
Egg Harbor Township and Longport
Atlantic County.
- April 26 -- Wet Excavation from Peters Pond
Oaklyn, Camden County.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

FOR IMMEDIATE RELEASE

1962
COUNTY & MUNICIPAL AID

Trenton, April 9 - The New Jersey Highway Department today announced that the full amounts of County Road Aid available for 1962 have been released to five coastal Counties which were hard hit in the March 6-8 storm. Normally, County Road Aid must be paid in quarterly installments.

Highway Commissioner Dwight R. G. Palmer said the action was taken under an emergency bill passed by the Legislature and signed into law by Governor Richard J. Hughes last week.

Commissioner Palmer said he was informed by State Treasurer John Kervick that checks were being mailed today to Atlantic, Cape May, Cumberland, Monmouth and Ocean Counties.

The Commissioner said the State Senators and County Engineers of the five Counties had been informed of the action, which was taken in order to help speed recovery from the effects of the storm that battered the coast.

The five counties will receive a total of \$1,868,400. as follows:

Atlantic	\$335,850.
Cape May	\$205,470.
Cumberland	\$377,055.
Monmouth	\$381,285.
Ocean	\$568,740.

All of the above Counties except Ocean had already received their first quarterly installment for 1962.

(more)

1962
COUNTY & MUNICIPAL AID

The Highway Department also announced that checks totaling \$135,660 were going out to 20 municipalities in Atlantic and Cape May Counties today, with additional payments to other municipalities along the coast to follow. These payments represent regular allocations for maintenance and repair work which have been speeded up because of the storm damage, the Commissioner said.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1962
PETERS POND - ADV.
Oaklyn, Camden County

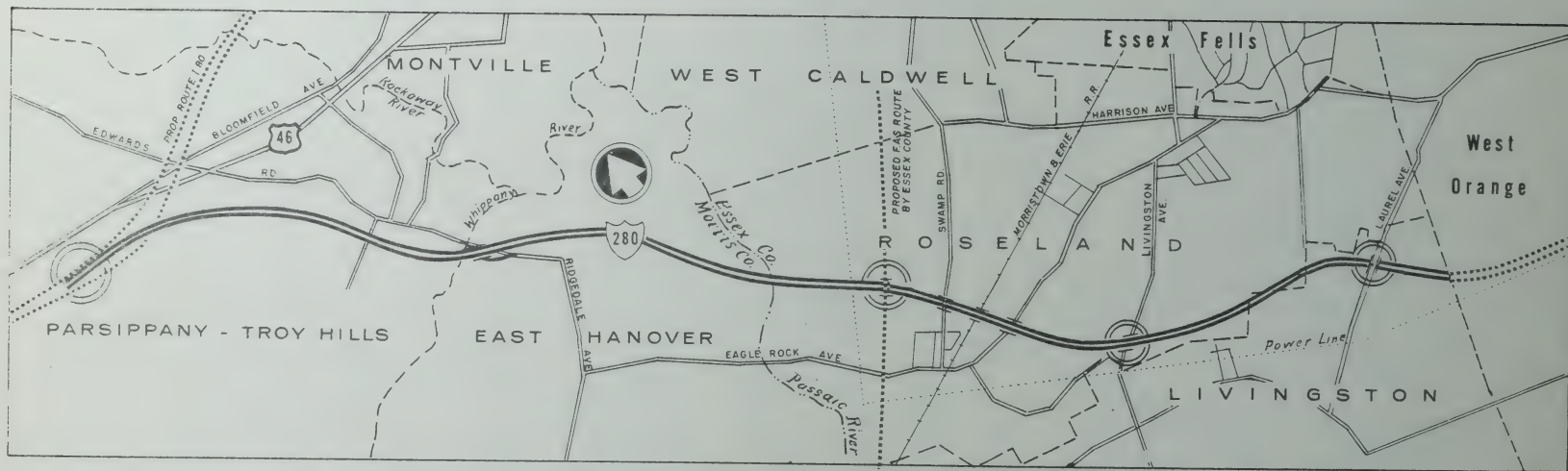
Trenton, April 9, The New Jersey State Highway Department has completed plans for restoring the scenic and recreational values of Peters Pond alongside N.J. Route 168 in Oaklyn Borough, Camden County, and will receive bids for the contract April 26.

The project calls for excavating 17,600 cubic yards of silt from the bottom of the western portion of the pond to obtain an average depth of 4.5 feet. Present depths range from three feet to above the water line, emerging in several spots as unsightly islands.

The excavating work will remove the islands and provide enough depth for boating.

A Highway Department spokesman said the condition started when the adjacent approach road leading from Route 168 to the Walt Whitman Bridge was constructed in 1957. Highway engineers think the bottom is now stabilized, and will accumulate silt in the future only as it would under natural conditions.

The Department estimates 45 working days will be needed to complete the State financed project. All bids will be reviewed before the contract is awarded.



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RELEASE SUNDAY A.M.'s

1962

INTERSTATE ROUTE 280
Livingston-Roseland
Essex County

Trenton, April 8 -- State Highway Commissioner Dwight R. G. Palmer today announced the Essex East-West Freeway has moved another step closer to reality with Federal approval for alignment of Interstate Route 280 through Livingston and Roseland in Essex County.

Commissioner Palmer said the Federal Bureau of Public Roads had approved the southernmost of two alternate alignments through Roseland discussed at a public hearing November 9 and thus cleared the track for starting right-of-way and construction plans. He said the State adopted the approved alignment immediately upon notification of the Federal action.

The approved path of Interstate Route 280 curves south at a point west of the Livingston-West Orange line, enters Roseland and parallels the township line to Livingston Avenue.

West of Livingston Avenue, the line curves north to a point west of Swamp Road and then continues to its junction with Interstate Route 80 in Parsippany-Troy Hills, Morris County.

A summary of the expressway's present status east of the Livingston-West Orange line shows plans are now underway for the section to Northfield Avenue in West Orange, and right-of-way purchases are being made from

(mcrc)

1962
INTERSTATE ROUTE 280
Livingston-Roseland
Essex County

Northfield Avenue to South Center Street in Orange. From there to Kenilworth Place, also in Orange, the highway is in the planning stage, and from Kenilworth Place to Roseville Avenue in Newark, property in the highway's right-of-way is being acquired.

Plans are being drawn for the section between Roseville Avenue to Clifton Avenue; from Clifton Avenue to the Stickel Bridge the super-highway is open. The final easterly portion, from the Stickel Bridge to a junction with Interstate Route 95, is in the preliminary study stage.

When completed, Interstate Route 280 will provide a non-stop traffic corridor between Newark and the Oranges and direct connections to the Interstate Routes at each end.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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FOR IMMEDIATE RELEASE

INTERSTATE 280 - 1962
Parkway Interchange, E. Orange.

Trenton, N.J., March 30 - Governor Richard J. Hughes today announced that a satisfactory understanding has been reached between the Highway Department, the Garden State Parkway and East Orange in respect to the interchange between the Essex East-West Freeway (Interstate Route 280) and the Garden State Parkway.

The plans prepared by engineering consultants for the New Jersey State Highway Department and the New Jersey Highway Authority and acceptable to both agencies, were presented at a meeting in the Governor's office with East Orange Mayor James W. Kelly, Jr., Katharine E. White, Chairman of the Highway Authority and State Highway Commissioner Dwight R. G. Palmer.

State Highway Engineer Otto H. Fritzsche; D. Louis Tonti, Executive Director of the Highway Authority; and George McKelvey, Financial Consultant to the Highway Authority; also attended the conference.

Governor Hughes said he was convinced that all concerned were impressed with the thoroughness of the plan and the effort made to solve the traffic problems involved in connecting the two superhighways.

Mayor Kelly noted that the plan was also designed to alleviate some long-standing local traffic difficulties, and make it possible for the City to solve related problems of urban renewal and redevelopment.

Mayor Kelly said he was delighted with the thoroughness and ingenuity of the proposed plan. He congratulated Commissioner Palmer and the Highway Authority on the proposal. However, there are many details still to be solved and discussed with our local merchants and city officials, the Mayor said.

The interchange, as well as the extra cost of depressing the major portion of Interstate Route 280 through Newark and the Oranges, will be financed by Highway Authority bonds. As a result of their studies, the consultants have concluded that the detailed construction plans now in preparation provide the financial feasibility necessary to the bond issue.

The resultant benefits of the heavy load of traffic that will accrue to the Parkway from this interchange are expected to be substantial.

Recognizing that East Orange's traffic problem extends beyond the limits of the two superhighways, highway engineers have incorporated existing streets in design which will produce a smooth flow of traffic between the main highways and local streets and around the interchange area.

The design will benefit local motorists by eliminating the Central Avenue bottleneck at the Parkway and relocating Main Street along the south edge, of the Lackawanna Railroad. Moving Main Street will lift a huge traffic burden from the existing thoroughfare and enhance the neighborhood's residential qualities.

The relocation of Main Street between the Lackawanna Railroad and Interstate Route 280 will put all main east-west transportation channels within a straight corridor about 300 feet to 450 feet in width.

The overall plans show the proposed interchange as a two-level intersection with the East-West Freeway passing under the Garden State Parkway just south of the Lackawanna Railroad and relocated Main Street.

The Expressway is designed to provide a total of six traffic lanes in two roadways, with the eastbound and westbound roadways separated by a center divider.

The mile-long section of Interstate 280 shown on the plan lies between Steuben Street and Amherst Street. New overpasses will carry eight streets over the depressed East-West Freeway - South Clinton, Burnet and Walnut Streets, South Arlington and North Munn Streets, Oraton Parkway, Grove and Steuben Streets.

The plans also call for local access roads along both sides of the super-highway to take local traffic on and off the express roadways.

In the southeast quadrant of the interchange, ramps will be constructed between the East-West Freeway and the Parkway. The interchange ramp corridor, about 300 feet wide, extends east from the Parkway toward Winthrop Terrace, and then north alongside Mitchell Place to the East-West Freeway.

Within the corridor, two one-way ramps, each about 2,000 feet long, are planned with local connecting roads constructed to South Maple Avenue and Winthrop Terrace.

After Main Street is relocated to the north, existing Main Street would be turned south into South Maple Street, which, in turn, would connect with the main interchange ramp leading from Interstate Route 280 to the Garden State Parkway.

West of the Parkway, existing Main Street will be absorbed by the East-West Freeway between South Munn and South Arlington Streets.

Main Street now extends south from Winans Street and goes under the railroad. There, the relocated Main Street will turn east, connecting with South Arlington, North Munn, Grove Street, Hollywood Plaza and Steuben Street.

Willow Street is destined to become part of the relocated Main Street.

West of the Parkway, existing McKinley Avenue will parallel the northern edge of the East-West Expressway, and provide an exit connection for west-bound Interstate 280 traffic.

Along the opposite, southern edge of the Expressway, a new parallel road would be constructed to provide local access for eastbound Route 280 traffic. This new road would join existing Main Street at North Munn Street.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

LINE PAINTING - BIDS

All Counties

Trenton, Mar. 29 - James W. McCormick, of Mansfield, Ohio, submitted low bids of \$84,658.62 and \$75,991.16 on two New Jersey State Highway Department contracts for repainting 3,350 miles of white lines along its State Highway System.

The dividing line between the two contract areas generally follows Route 33 from Trenton to Asbury Park.

Bid for the northern contract covering Passaic, Bergen, Warren, Morris, Essex, Hudson, Union, Hunterdon, Somerset, Mercer, Middlesex and Monmouth Counties was \$75,991.16.

Bid for the southern contract covering Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, Salem, and parts of Mercer, Middlesex and Monmouth Counties was \$84,658.62.

All bids will be reviewed before the contracts are awarded.

Other bidders were: The White Line Co., Scotch Plains, \$92,398.35; Lombardi Striping Corp., Berkeley Heights, \$77,286.47 and \$85,113.78.

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IMMEDIATE RELEASE

1962

**SNOW FENCE PLANTING - BIDS
Camden-Gloucester Counties**

Trenton, Mar. 29 - The New Jersey State Highway Department today received the low bid of \$15,380.35, submitted by the Mercer Contracting Co., of Trenton, on a contract for planting shrubbery snow fences along two major highways in Camden and Gloucester Counties.

Nine miles of shrubbery will be planted along the combined Routes 80S and 42 freeways from Route 130 in Camden County southward to Route 42 (the Black Horse Pike) in Washington Township, Gloucester County.

Another living snow fence, 3.5 miles long, will be planted eastward along Interstate Route 295 between the interchange in Mt. Ephraim to Copley Road just east of Route 30 (the White Horse Pike).

All bids will be reviewed before the contract is awarded.

The other bidder was Henkels & McCoy, Philadelphia, \$15,405.00.

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IMMEDIATE RELEASE

1962

RAIL PAINTING - BIDS
Northern Counties

Trenton, Mar. 29 - Lowest bid received today by the New Jersey State Highway Department on a contract for painting some 15 miles of highway steel guard rail in Bergen, Essex, Hudson, and Passaic Counties was \$14,642.55 submitted by J. I. Hass Co., Inc., of Jersey City.

According to a Highway Department spokesman, when a maintenance operation has a prospect of being done at the same, or lower cost, by a contractor, the job is considered for competitive bids. This procedure has been tried successfully in white line painting, bridge painting and weed control maintenance operations.

Contractors will be asked to bid on three different methods of painting the guard rails so that the lowest price can be obtained; the brush method, the spray method and a combination of the two. All bids on the State financed project will be reviewed before the contract is awarded.

Other bidder was George Campbell & Co., of Flushing, bidding \$24,404.00 on method number one, \$22,841.00 on method number two and \$23,622.00 on method number three. J. I. Hass Co. bid the same amount on all three methods.

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IMMEDIATE RELEASE

1962

BRIDGE PAINTING - BIDS

Trenton, Mar. 29 - The New Jersey State Highway Department today received bids on five contracts for painting 36 bridges in the State Highway System.

Low bid for painting 13 bridges in Salem and Gloucester Counties on Route 130 and Interstate 295 was \$27,374.00 submitted by the Henry S. Rau Co., of Philadelphia.

Nicholis Bros. Painting Co., of Long Island City, offered the lowest bids on three contracts: \$5,760.00 for painting four bridges on Route 1 in Trenton, Mercer County; \$12,150.00 for five bridges in Route 58 in Newark, and \$46,480.00 for 13 bridges on the State-owned section of the Garden State Parkway in Union County.

Low bid for painting the Route 1 and 9 bridge over the Hackensack River in Hudson County was \$72,000 from the Pilaris Painting Co., of Trenton.

All bids will be reviewed before the contracts are awarded.

Other bidders were: Singelis Industrial Painting Co., Philadelphia, \$30,462.00; J. I. Hass Co., Jersey City, \$35,370.00; Nicholis Bros. Painting Co., Long Island City, \$28,750.00; George Campbell & Co., Flushing, N.Y. \$33,500.00; Pilaris Painting Co., Trenton, \$42,000.00; A&M Gregos, Elberon, \$29,220.00; Singelis Industrial Painting Corp., Philadelphia,

(more)

1962BRIDGE PAINTING - BIDS

\$6,435.00; J. I. Hass Co., Jersey City, \$7,280.00; Geo. Campbell & Co.,
Flushing, N.Y., \$7,700.00; Dewey D'Agostino Co., Trenton, \$7,800.00;
Pilaris Painting Co., Trenton, \$9,000.00; J. I. Hass Co., Jersey City,
\$12,990.00; George Campbell & Co., Flushing, N.Y. \$14,600.00; A & M
GREGOS, Elberon, \$55,000.00; Pilaris Painting Co., Trenton, \$70,000;
George Campbell & Co., Flushing, N.Y. \$56,500.00; J. I. Hass Co., Jersey
City, \$58,785.00; George Campbell & Co., Flushing, \$72,500.00; J. I.
Hass Co., Jersey City, \$68,980.00.

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THEORY OF THE EARTH

The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its various parts. The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its various parts.

THEORY OF THE EARTH

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RELEASE THURSDAY P.M.'s

1962

LONGPORT BRIDGE - ADV.
Atlantic County

Trenton, Mar. 29 - The New Jersey State Highway Department today announced bids on construction of a new bridge over Risley Channel in Longport, Atlantic County, will be received here April 19.

A Highway Department spokesman said the existing timber trestle bridge, built in 1915, will remain in service until the new reinforced concrete bridge is completed. The 47-year old structure will then be removed.

The spokesman added that construction will in no way hamper traffic on the old bridge, and no detours will be required.

Plans show the new bridge will use the Ventnor Avenue approach, then curve gradually north to about the middle of Risley Channel where it will be about 100 feet from the present bridge. It then will curve gradually back to the existing road on the west bank of the channel in Egg Harbor Township. Approaches at both ends of the new structure will be improved.

Length of the new bridge will be 1,320 feet, as compared to the timber structure's 1,068 feet. Vertical clearance under the center span of the new bridge will be 25 feet above mean high water level. Although it will be constructed as a fixed span, the future center span has been designed for conversion to a draw span if conditions ever should require it..

(more)

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...because of the amount of work involved in the

It is estimated that the cost of the new bridge will be about \$1,000,000. The old bridge was built in 1910 and was in poor condition. The new bridge will be a concrete and steel structure and will be about 1,000 feet long. It will have four spans and will be able to carry a load of 100,000 tons. The new bridge will also have a pedestrian walkway and a bicycle lane. The old bridge was only for cars and trucks. The new bridge will be a great improvement for the city and will be a landmark. The old bridge was a simple wooden structure and was in poor condition. The new bridge will be a concrete and steel structure and will be about 1,000 feet long. It will have four spans and will be able to carry a load of 100,000 tons. The new bridge will also have a pedestrian walkway and a bicycle lane. The old bridge was only for cars and trucks. The new bridge will be a great improvement for the city and will be a landmark.

1962
LONGPORT BRIDGE - ADV.
Atlantic County

The deck of the new bridge will be 28 feet wide to provide two traffic lanes, and will have four-foot sidewalks as well as light standards for nighttime illumination.

Railings will be foot-thick concrete parapets 30 inches high, topped by aluminum handrails 18 inches high.

Pre-stressed concrete girders will support the 8-inch thick reinforced concrete roadway except under the center span where the girders will be steel.

The Highway Department, acting for the Federal government and Atlantic County, will receive bids, award the contract and inspect the work.

Costs will be shared by the Federal and County governments.

All bids will be reviewed by state and county officials before the contract is awarded.

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1035 Parkway Ave. Trenton



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RELEASE THURSDAY P.M. '68

1962

COUNTY ROUTE 534 - ADV.
Blackwood Clementon Road
Camden County

Trenton, Mar. 29 - The New Jersey State Highway Department today called for bids April 19 on reconstruction of the Blackwood-Clementon Road (County Route 534) in Gloucester Township, Camden County.

The Route is one of the most important east-west arteries in the county, and serves as a connector between Route 42, the north-south freeway, and Route 30.

The construction area, between Laurel Mill Road and Blenheim Erial Road, is 1.6 miles long, and adjoins a similar reconstruction operation now underway between Laurel Mill Road and Elm Road in Clementon Borough.

Plans call for widening the existing bituminous treated gravel road from 30 feet to 40 feet and rebuilding it as a two-lane bituminous concrete road with eight-foot shoulders.

The Highway Department, acting in an advisory capacity, will award the contract and inspect the work. The project is scheduled for completion within 130 working days. Costs will be shared by the Federal government and Camden County. All bids will be reviewed by state and county officials before the contract is awarded.

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1961
COUNTY ROAD 100
Bismarck, North Dakota
58101

1961-1962

1961-1962 - The new County Road 100 Highway Department today only a
road in the vicinity of the Bismarck-Litton road
Bismarck, North Dakota, 58101.

The road is one of the most important roads in the county,
it is a road between Bismarck and Litton, the north-south road, and
it is a road.

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IMMEDIATE RELEASE

1962

BRIDGETON-PORT NORRIS RD. - BIDS
Cumberland County

Trenton, March 27 - The New Jersey State Highway Department today received the low bid of \$47,135.90 submitted by Edward P. Campanella, Inc., of Hammonton, on a contract for improving the Bridgeton-Port Norris Road alongside Cedar Lake in Lawrence Township, Cumberland County.

Between Franklin Street and Milford Avenue the existing concrete highway will be widened and the old breakwater wall along the lake reconstructed to reduce storm flooding conditions.

Costs for the improvements, estimated to require 60 working days, will be paid by Cumberland County and the Federal Government.

Other bidders were: Rudolph Meckel & Son, of Vineland, \$50,992.62; A. H. Lupton, Jr., Inc., Bridgeton, \$53,459.90.

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 80 - BIDS
Bergen County.

Trenton, March 27 - The lowest bid received today by the New Jersey State Highway Department on a contract for construction of Interstate Route 80 in Bergen County was \$3,913,509.52 submitted by Johnson, Drake & Piper, New York City.

The contract calls for excavating nearly a mile of roadbed for future construction of the superhighway in Bogota, Ridgefield Park and Teaneck, from the new Hackensack River bridge to a point about 300 feet east of Teaneck Road.

Interstate Route 80 is one of ten Interstate routes in New Jersey to be constructed as part of the National System of Defense and Interstate highways. Ninety per cent of interstate highway costs are paid by the Federal Government and the remaining ten per cent by New Jersey.

The Highway Department has set a schedule of 275 working days for the project. All bids for the contract will be reviewed before the contract is awarded.

Other bidders were: Poirier & McLane, New York City, \$4,189,000.46; Hagen Industries, Corona, N.Y., \$4,211,125.60; Rusciano Construction Corp., Pelham Manor, N.Y., \$4,864,580.30; Samuel Braen's Sons, Hawthorne, \$4,548,851.40; S. J. Groves & Sons, Woodbridge, \$4,042,783.58; Mal-Bros Contracting Co., W. Caldwell, \$4,398,083.33; joint bid by Conduit & Foundation Corp., Philadelphia, and Yonkers Contracting Co., Yonkers, N.Y., \$4,347,576.79.

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RELEASE THURSDAY P.M.'s

1962

ROUTE 35 - ADV.
Victory Bridge Barriers
Middlesex County

Trenton March 22 - State Highway Commissioner Dwight R. G. Palmer today announced that plans for erecting safety barrier on the Route 35 Victory Bridge are ready, and bids for the contract will be received here April 12.

The safety barrier will be a two-foot high steel beam guard rail along both curbs of the bridge to prevent cars from crashing through the railing and plunging into the Raritan River, as one did last December. Victory Bridge connects Perth Amboy and Sayreville.

The plans show steel posts, two feet high, will be bolted to the sidewalks one foot back from the curbs along 1,500 feet of the bridge. No guard rail will be needed on the draw span because its superstructure provides adequate protection. The guard rail element, one foot high, will be bolted to the top half of the posts.

The contract requires the 3,000 feet of guard rail to be in place by June 15. Cost for the work will be paid from State Highway funds. All bids for the contract will be reviewed before it is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
STORM DAMAGE

Trenton, March 21 - The New Jersey State Highway Department today announced its task of removing sand and debris from local roads and bridges along the storm-stricken Atlantic coastline will be completed by April 14.

All but minor mopping up has been completed from Keyport to Island Beach.

In a special report to Governor Richard J. Hughes and his State Disaster Committee, Highway Commissioner Dwight R. G. Palmer noted that the Department, in response to the Governor's recognition of the great distress along the shore, offered aid to local governments even while the storm was still active.

On March 7th and 8th, the two days immediately following the peak of the storm, Highway Department representatives personally contacted officials of each County and each community along the coast from Keyport to Cape May Point. Since then assistance has been rendered to 37 of the State's local governments.

The Department's maintenance forces, supplemented by private contractors on hire, have concentrated on the removal of sand piled up to five feet deep on local roads and streets. In many cases, heavy coverings of driftwood and other ocean debris had to be removed in order to get at the sand. In some instances, gravel was brought in to fill washed out causeways and roads so that cleanup equipment could work.

(more)

1962
STORM DAMAGE

Use of heavy trucks, bulldozers, front-end loaders, cranes, graders, and tractor-scraper units has reached more than 320 pieces of equipment a day, operated and serviced by more than 500 men. It is estimated that the cleanup effort will require 100,000 man hours of work.

While the Highway Department is not authorized to repair damage to beaches and sand dunes, the sand removed from local roads is being placed back on the beaches in convenient locations, so that it will be available for anti-erosion efforts.

The Highway Department's operations are being directed from an emergency control center set up in Trenton during the early hours of the storm and manned around the clock for several days following the disaster.

An emergency field headquarters has been established at Oceanview in Cape May County to provide a communications center and equipment repair depot near the greatest concentration of work. In addition, a mobile field dispensary was dispatched to the shore to provide preventative inoculations to Department personnel engaged in the cleanup work.

A review of the storm damage March 10 indicated the cost of cleanup, repair and reconstruction to County roads and bridges on the Federal Aid Secondary System alone would approximate \$1,858,000. This work is eligible for 50 per cent Federal Aid through the U.S. Bureau of Public Roads under provision of the various Federal Highway Acts.

The Supervising Engineer of the Department's Division of State Aid Projects and his staff are now attending meetings with the Counties and Municipalities

(more)

1962
STORM DAMAGE

to advise them on requests for Federal Aid as well as assistance which may be available under regular State Aid programs, in addition to the emergency aid which may be forthcoming from Federal and State sources. Contact with the local officials indicates the primary concern all along the coast is preparation for the annual influx of summer vacation traffic.

Attached is a summary of the Department's cleanup effort along the shore, including completion dates for each community:

1962
STORM DAMAGE

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